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Hongkong, 27th August, 1906. [796]

HONGKONG LEGISLATIVE COUNCIL.

REPORT CONTINUED.

[The ATTORNEY General moved the first reading of a Bill entitled an Ordinance to amend the Lunacy Ordinance, 1905, in terms as reported yesterday].

The COLONIAL SECRETARY—In seconding the motion that this Bill be read a second time I wish to make a few remarks to the Council on certain matters which not only occurred to myself but which were suggested to me from outside. I hope that my remarks will not be taken to be didactic or hostile. I don't wish to touch anybody anything and I don't wish to be hostile to any particular person. I think that this Bill before the House for amending the Code of Civil Procedure should be framed to make that amendment as complete as possible. The matters on which I wish to address the Council fall into two categories. The first includes matters which arise out of the Bill and the second includes matters which, though they do not arise strictly out of the Bill, yet would fall within the scope of the Bill as a Bill to amend the Code of Civil Procedure. Dealing with the first category, the Bill as a whole is one to which I think no objection can be taken, but there are certain points in which I think it should be amended. The first point to which I would direct attention is section six which proposes to amend the whole of section 12 of the Code. Section 12 reads: "(1) 'Service out of the jurisdiction of a writ of summons or notice of a writ of summons, may be allowed by the Court unless the case falls within the provisions of Ordinance No. 1 of 1851.' I think, Sir, when the Bill is referred to the Standing Law Committee that that Committee will come to the conclusion that these words 'unless the case falls within the provisions of Ordinance No. 1 of 1851' are useless. Ordinance No. 1 of 1851 is an ordinance which provides that Chinese born in China and not allowed to litigate in this Colony unless the party to the writ had resided in the Colony for six months. That ordinance is clear, and there is no need to insert these words. Again if circumstances have arisen which confer jurisdiction on the Court, Ordinance No. 1 of 1851, I think it is a *fortiori* unnecessary to exclude that Ordinance from the operation of this section. I see no reason why, under these circumstances, if a defendant runs away to China the plaintiff should be defeated in bringing an action simply because he is not allowed to serve the writ out of jurisdiction on the absent defendant. The second matter arising primarily out of the Bill before the Council is a matter to which the Hon. Attorney-General has already referred, section 22 (1). He proposes to substitute that sub-section for the sub-section which says 'Service out of the jurisdiction, etc.' [Reads]. The difficulty is what is the cause of action. I would like to deal with the suggested difficulty as to what is the cause of action. I think I can say in an experience of many years in this Colony that this matter has not troubled a single judge up to the present moment and I think it is not likely to give any trouble to any judge in the future. So far as the difficulty of testing what is the cause of action is concerned I think that the reason for the alteration of the sub-section is not valid. I think I can show good reason why the present sub-section should not be tampered with. If the Standing Law Committee will look at the present sub-section they will find that that sub-section contains no restriction as to the contract the breach of which gives cause to the action or that there must be a contract which ought to be performed within the jurisdiction. In that respect the present sub-section has a wider scope than that proposed to be substituted for it. Moreover the present sub-section provides for the case whether the contract is made outside the Colony or within the Colony and the breach occurs within the Colony. It provides that if the contract was made in the Colony and made within the jurisdiction, a writ of action would lie though the breach may have occurred elsewhere. Therefore these two important principles, namely, that breach is not necessarily confined to breach within jurisdiction and secondly that the contract the breach of which causes the action must not necessarily be a contract which according to its terms ought to be performed within the jurisdiction, render the present sub-section of greater reaching properties than the sub-section which it is proposed to substitute for it. If we examine the reason for the English practice, I think we will find that England being adjacent to the Continent where there are civilised countries who have civil tribunals of recognised status, if a man comes to a court in England to raise an action for a breach of contract which ought to have been performed outside the jurisdiction of the English courts and the breach of which occurred outside the jurisdiction of the courts in England he would be told: you have your proper remedy in the courts of the country where the breach of contract has occurred and where the contract ought to have been performed. When we come to this Colony I think the circumstances are totally different from the circumstances in England. Putting aside any relation with Manila or with other parts of the world, our immediate relations are with China. I think nobody, Sir, will contend that the civil tribunals of China are yet in a state to offer proper redress to the Westerner or to the Chinese who are British born, neither do I think that anybody will contend that at present the Occidental residents of this Colony should be deprived of the right which the tribunals of this Colony afford them and be referred to the civil tribunals of China for redress. To show, Sir, that these are not merely my own opinions or the opinions of the people of this

Colony but the opinions of the Government of China itself I would refer to the British Commercial Treaty of September 1862, the striking words of which are: "China having expressed a strong desire to reform her judicial system and bring it into accord with Western opinions, Great Britain agrees to do," etc. I think I have given sufficient reasons in support of my contention that the present section has a wider scope than the proposed sub-section. I should be the last, Sir, to say that conformity to the English procedure is not a laudable thing, but when British procedure is brought into conflict with the interests of the people most concerned, then I plump for the interests of the people of this Colony rather than conformity to English practice. The present sub-section was deliberately inserted by the committee of men of experience, though it included myself—who had long legal practice in this Colony and for no light reason should there be any attempt to substitute for it a section which I think is not so good. These are two matters which arise out of the Bill itself. In the second category are matters which do not arise out of the Bill. I had thought of certain amendments which might be suggested to the Standing Law Committee and only this morning I received several suggestions. An amendment which does not arise out of the Bill is to substitute as a sub-section 371 [Reads]. Now, Sir, that section is taken out of the old Hongkong Code which dates back as far as 1873 and the practice until recently on that has been uniform. The practice has been to give to the creditor the option of whether he will enforce his judgment summons by means of imprisonment or by means of attachment and sale of property. I don't see why the plaintiff should be deprived of what in my opinion is his right to imprison the debtor on a judgment summons instead of being compelled to attach and sell his property. That practice has not been endorsed by judges and it has not been held to be illegal, and I don't see why it should be set aside. I understand, Sir, one argument is that the only form in the Code is form 30 which, by the bye, is not marginally noted against section 371 but against 399 or 400. The contention is that that form is part and parcel of the Ordinance and does not empower the Court to levy execution by the creditor but to enforce the judgment summons for money which means imprisonment, only by means of attachment and sale. Apart from the contention that that form 30 does specifically apply to section 371 I would beg to bring to the notice of the Standing Law Committee section 709. So far as the form may be inconsistent, all forms at present in use may be used for the purpose of carrying out this code. When this code came into operation, the form was by immediate execution of the judgment summons and the imprisonment of the debtor if he would not pay up. There seems to be no reason that the practice hitherto in force under section 371 should be changed. It is held that there is discretion in this matter. I cannot see where discretion comes in. I would suggest that the section might well be amended. If the judgment is for money the creditor might enforce it either by imprisonment or by the attachment and sale of the defendant's property or by both if necessary. The second matter not arising directly out of the Bill is concerned with chapter XXV of the Code which deals with the subject of arrest and attachment before judgment. There again I understand that the practice dating back to 1873 has been recently abandoned. In the old days and I believe is still in one division of the court, the judge has either issued or refused to issue a warrant, but now there has been a refusal to issue the warrant or adopt the alternative. I would suggest that instead of the decision "warrant or no warrant", so that the summons shall first be served on the defendant who is about to leave the Colony. The procedure, Sir, has been that the plaintiff takes out his writ of summons. He comes before the Court on an ex parte summons, backed up by affidavits, and having assured the judge that having made such investigation as he considered necessary there was every probable reason for believing the defendant was about to leave the jurisdiction the judge has issued a warrant to the bailiff to bring the defendant before the Court that he may show cause why he should not give security for his appearance. To substitute for that a procedure the result of which allows the defendant time to run away in the interval between the issue and the return of the summons, quite an invitation to run away, in fact is not in my opinion called for or justified. Between the issue and the service of the summons the man has time to hire a launch and, putting several thousand dollars worth of goods on board, get out of jurisdiction. That seems to me contrary to the spirit of this section and contrary to the experience in this Colony that the proper method is to issue a warrant in the first place so that the man shall not be able to escape. Several suggestions have been made as to the way that should be amended. Some are in favour of amending it by saying that there shall be no discretion to the court to issue a summons at all but that "the court shall issue a warrant." On the other hand it has been suggested that under line 5 the word "warrant" should be put in. My point is that as the matter stands at present a very clear interpretation is wanted that the practice of the court has been uniform and that there is no discretion to issue a summons. I suggest for the serious consideration of the Standing Law Committee that some alteration should be made in the sub-section. No discretion should be allowed about issuing a summons which is nothing but giving notice to the defendant to run away. Another matter dealing with chapter XVII pertains to foreign attachment. It may be within the memory of some members that section 477 to 483 were recently under the

consideration of the Chief Justice when he delivered judgment on 7th November 1905. A difficulty had arisen as to whether section 458 as to priority of writs of foreign attachment which reached the bailiff was applicable to cases of attachment of immovables. The Chief Justice held that it was applicable, but pointed out that the Code was not free from doubt. I would suggest to the Standing Law Committee that that is a matter to which they might give their consideration and add an amendment to the present Bill. There are other points with regard to sections 158 and 168 of the Code. At present there seem inconsistent one with the other. When the Code was passed section 158 allowed no pleading subsequent to the statement of defence without leave of the court. That section was amended and a reply was allowed to be filed within three weeks of the date of the service of the statement of defence, no pleading subsequent to the reply to be pleaded without leave of the court. I would suggest that the words "may within four days" be substituted for "may before reply" in order to bring it into form with the English Code, which in this case, is a merit. Another matter deals with section 423 (1). The point there is that it deals with the claims of three parties to attach property. That was taken out of the Indian Code. A difficulty has arisen as to the relative position of the claim of the judgment creditor. That difficulty was settled in India by an enactment which struck out the words and substituting as if the plaintiff were a party to the suit. Another matter pointed out to me, Sir, was section 433 (3) and (4). It has been suggested that these subsections should be considered in the light of section 79 (6) of the old Code. Another point is section 278, in which it has been suggested to me, also at short notice, that the English rule in order 27 (2 to 15), might well be incorporated in the Code in lieu of section 278. It is suggested that order XX, rule 1 (a) might very well be introduced because by that special endorsement is considered in England to be a settlement of claim whereas here any specially endorsed writ settlement of claim is to be delivered in the same way as an ordinary action. These, Sir, are all the points I have to bring before the notice of the Standing Law Committee when it sits. I know, Sir, there is a strong feeling among the legal community that opportunity should be taken in this Amending Bill to make the practice completely satisfactory. With these remarks I beg to second the motion.

The Hon. Mr. HERRICK—At our last meeting you stated, Sir, when the Bill was read a first time that it would be referred to the legal practitioners. A very short time has passed since then and it has not been possible for the members of that profession to thoroughly consider the Bill now before the Chamber. They have considered it to some extent, and yesterday I was approached by several legal gentlemen who asked me to lay their views before the Council. Since then some of the practitioners in the courts have evidently also approached the Hon. the Colonial Secretary who is better qualified to speak on this subject. I think, Sir, it is only right that I should endorse, so far as one without legal knowledge may, what has been said by the Hon. the Colonial Secretary with regard to section 42 (e). The objections taken to it have been fully explained by him. It is unnecessary for me to refer at length to the point which has been very clearly explained already. I would point out the difficulty which would arise by changing the present wording in the Code section 42. To my mind there is no reason why the Code should be altered. I speak as a business man not as a legal man. Suppose a man enters into a contract to supply goods in China, say goods to be delivered in Canton. The contract was originally made in Hongkong. Under the existing Code should the contract not be properly carried out it is open to the Plaintiff to proceed against the defendant in the courts here, although the breach of contract would not have occurred within the jurisdiction of the court. It seems to me somewhat inconsistent that the judges of the court—I understand the Chief Justice has to some extent promoted this amending ordinance—should have made such a proposal because if my memory serves me right the present judges and solicitors have time after time during the past years complained of the difficulties that business people have in recovering against absconding debtors from Hongkong. Yet it appears by this proposal that those difficulties are very largely increased. I fail to understand why such proposal should be made. Again in sub-section 2 of this amending section 42 there are the words "Whether such defendant is a British subject or not." Now, Sir, it is extremely difficult for any Chinese, European or American resident in the Colony to state whether any resident here is a British subject or not. If this proposal is adopted it will appear as if the Bill is going out of its way to increase the difficulties of a plaintiff proceeding against a defendant. These words are interpolated in section 42 (2). Otherwise the two clauses are exactly the same. These are the two points on which solicitors had practically agreed. There are many other points in the Bill which they would like to be considered but the Colonial Secretary has expressed the views which they laid before me that if an amending ordinance is to be brought in it should be made thoroughly effective. It seems sound commonsense that there being no urgency for the Bill being rushed through, that time should be given for greater consideration so that there will be no occasion for introducing a second bill when the subject has been more fully considered by the members of the legal profession. There are many points in the existing Code which apparently need revision but the only one to which I will refer is the question of issuing a summons instead of a

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[35]

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PER CASE 12 BOTTLES \$5.00
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license remains and serves as an inducement for all junks to take out licenses, provision is made for unlicensed junks in lieu of permit to take out a certificate on deposit of which on arrival a receipt is given entitling the owner to a discharge and lead for one voyage, and which later by endorsement serves as a clearance. The *quid pro quo* I alluded to is in respect to a more uniform system of charges for junk licenses on a graduated and slightly higher scale, which by reason of the abolition of surcharges certain of the permits will not be appreciably felt by the junk community and should favourably affect the revenue from this source. There may be some minor points which I shall be pleased, if necessary, to answer when the Bill is in the Committee stage. I do not think there is any more to be said respecting its main features.

The motion was agreed to.
The Council then went into committee.
The ATTORNEY-GENERAL proposed an amendment to clause 2, by inserting the words on the second line "without the written permission of the Harbour Master."

This was agreed to.
Hon. Mr. E. OSBORNE referred to the nuisance caused by junks and sampans lying at the Praya wall and preventing other vessels landing.

The bill was left in committee and the Council resumed.

AMENDMENT OF NEW TERRITORIES LAND ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of a Bill entitled An Ordinance to amend the New Territories Land Ordinance, 1905. He said—The Bill is necessary in order to make it clear that the jurisdiction of the Land Officer in the New Territory extends to the recovery of rent for land, and that the jurisdiction of the summary division of the Supreme Court is ousted.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Council then went into committee to consider the Bill in detail.

On Council resuming, His Excellency reported that the Bill had passed through committee without amendment.

PRAYA RECLAMATION FUND.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled An Ordinance to transfer to the General Revenue certain sums forming part of the Praya Reclamation Fund. He said—The title of the Bill tells the Council its object. It is owing to the Praya Reclamation account having been closed that certain sums are due to the Colonial Government.

The COLONIAL TREASURER—I second it and would add that the object of the Bill is to prevent the payment of 20 per cent. That is the real object of the Bill [laughter].

His Excellency—This has not been done surreptitiously but with the approval of the Secretary of State.

The motion was agreed to.
Council went into committee to consider the Bill in detail.

On Council resuming, His Excellency reported that the Bill had passed through committee without amendment.

REGULATION OF CHINESE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled An Ordinance to amend the Regulation of Chinese Ordinance, 1888. He said—The object of this Bill is to empower the Government to extend part three of the Regulation of Chinese Ordinance to any part of the Colony.

The COLONIAL SECRETARY seconded and the motion was agreed to.

The Council then went into committee.
On resuming, His Excellency reported that the Bill had passed through committee without amendment.

His Excellency—The Council stands adjourned till 2.30 p.m. on Thursday, 20th September, when I propose to proceed with the second reading of the Bill to amend the Prepared Opium Ordinance of 1888.

The *Indian Patriot* (Madras) states that Mr. A. G. Fraser, Principal of Trinity College, Kandy, son of Sir Andrew Fraser, whose departure for England is announced, is suffering from sleeping sickness. This is the first case of its kind in Ceylon. Mr. Fraser was in Uganda for some years before he went to Ceylon.

AN AWFUL
SKIN DISEASE

Sores Covered Neck and Cheeks—
Itched Day and Night—Nothing Did
Me Any Good—Was Growing Worse
—Immediately Relieved, and

SPEEDILY CURED BY
CUTICURA REMEDIES

Miss Nellie Vander Wiele, of Lakeside, N. Y., writing under date of April 18, 1904, says: "I do wish you would publish this letter in the newspapers so that others suffering as I have may see it and be helped. I suffered for many months with an awful skin disease, sores covering my ears, neck, and cheeks. Scabs would form and they would swell, and itch day and night. Then they would break open and bleed and matter run out. I had tried many different remedies, but none of them did me any good. I was growing worse when I tried the Cuticura Remedies. The first application helped me, and when I had used two cakes of Cuticura Soap, three boxes of Cuticura Ointment, and three bottles of Cuticura Resolvent, I was completely cured."

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Humours, Eczemas, Itchings,
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The agonizing itching and burning of the skin, as in eczema, the frightful scaling, as in psoriasis, the loss of hair and crusting of the scalp, as in scalled head, the disfiguring, as in pimples and ringworms; the awful suffering of infants, and anxiety of worn-out parents, as in milk crust, tetter, and salt rheum,—all demand a remedy of almost superhuman virtue to successfully cope with them. That Cuticura Soap, Ointment, and Pills are such stands proven beyond all doubt by the testimony of the civilized world.

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1901, and the third reading of the Lunacy Bill, the Merchant Shipping Bill, the New Territories Land Bill, the Praya Reclamation Fund Bill and the Regulation of Chinese Ordinance Bill. I propose to leave in accordance with custom the Supply Bill for a fortnight before bringing on the second reading if it is convenient to members.

HOW THE "MANCHURIA" STRUCK.

PASSENGER'S ACCOUNT.

In talking over the accident to the s.s. *Manchuria* General Smith said to a Manila reporter: "The ship struck about twenty minutes past four o'clock in the morning when most everybody was asleep connected with the navigation of the ship were in their beds, but at no time was there the slightest panic or confusion. In fact I saw only two life preservers and they were in the possession of a couple of Chinamen. The weather had not been bad, but was hazy, and equally as we neared the land. It was just at the time when the point was first sighted that a heavy blinding fog shut everything out and like a fog, made it impossible to see anything. There was low land between the two points and nothing could be made out on account of the fog. The ship did not strike on Rabbit Island but ran between that island and another smaller one and on to the reef inside. The boats were swung out at once and there was neither fright nor lack of discipline anywhere in evidence among those in care of the ship and passengers. When the signal passed and anything could be seen the ship was fast on the reef. At daylight a boat was sent ashore and word sent from plantation near the coast to Honolulu. The first vessel to come out to us was the tug *Fearless*. She tried to haul us off, and after some of the water tanks had been emptied, the ship slipped the tug with her own engine. But it was of no use. A little later the sea got up and the ship began to pound. Captain Sanderson at once filled his tanks again and the ship rode solidly on the reef. Some of the passengers were taken off by twelve o'clock of the same day and others got away later, landing on the coast and going overland from the plantation to Honolulu. There was no confusion and no loss of baggage or anything belonging to the passengers except a little time."

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telephone Address: Press, Cables: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

DURING my Temporary Absence from the Colony Mr. TANG CHIEH will attend to my business.

WM. W. WILSON, Agent.

CANTON, 14th September, 1906. [1727]

KOWLOON CRICKET CLUB.

GRAND AL FRESCO CONCERT

TO BE GIVEN IN THE KOWLOON CRICKET CLUB ENCLOSURE, Austin Road, Kowloon, ON SATURDAY, 22ND SEPTEMBER, AT 9 P.M.

Admission 5s. Tickets to be obtained from MEMBERS or at the GATES.

BEST LOCAL TALENT SECURED. Hongkong, 15th September, 1906. [1728]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & POOCHOW.

THE Company's Steamship

"HAIMUN," Captain A.J. Robinson, will be despatched for the above Ports on WEDNESDAY, the 19th inst., at 1 P.M.

For Freight or Passage, apply to DOUGLAS, LAPEL & CO., General Managers.

Hongkong, 15th September, 1906. [1729]

JAVA-CHINA-JAPAN LINE.

OR BATAVIA, GIBRALTAR, SAMARANG, SOERABAYA & MACASSAR.

(Taking cargo to all ports in Netherlands India on through Bill of Lading.)

THE Steamship

"TJAMAH," Captain de Brouwer, will be despatched for the above Ports on or about the 25th inst.

For information as to Freight and Passage, apply to the Head Agent of the JAVA-CHINA-JAPAN LINE, (Cable Buildings, 1st Floor.)

Hongkong, 15th September, 1906. [1730]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWEK," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being loaded at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., and are to be delivered by the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 21st Sept. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 21st Sept., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st Sept. at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th September, 1906. [1726]

NOTICE OF REMOVAL.

THE OFFICES of Mr. A. R. MARTY and the SPANISH CONSULATE have This Day been REMOVED to No. 24, DES VEAUX ROAD, next to the P. & O. S. N. Co.

Hongkong, 13th September, 1906. [1724]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate. Also Lessons in English by an English Lady. Apply by letter to H. E. CHANG, Care of Office of this Paper.

Hongkong, 16th August, 1905. [1577]

LESSONS IN ENGLISH & FRENCH.

Given by an Experienced Teacher. Terms Moderate. Apply to "ALPHA," Care of "Daily Press" Office.

Hongkong, 11th September, 1906. [1707]

WEIHAWEI SCHOOL.

A HIGH-CLASS EDUCATION for sons of Europeans. Preparation for English Public Schools by Experienced and Qualified Masters. Magnificent Climate. New School House in an excellent situation by the sea. Recreations:—Cricket, Football, Swimming, Boating.

For terms, etc., apply to the Headmaster, HERBERT L. BEER, L.C.P., WeihaWei, 10th September, 1906. [1703]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily. Sunday excepted to receive and deliver perishable goods.

WM. PARLANE, Manager. Hongkong, 18th November, 1901. [47]

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE TENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES OF THE HONGKONG CLUB, Payable on SATURDAY, the 20th September, 1906, will be held at the Hongkong Club House, at 11 o'clock a.m., on THURSDAY, the 21st September, 1906.

Bearers of Debentures are invited to attend the Drawing.

By Order, A. O'D. GOURDIN, Acting Secretary.

Hongkong, 13th September, 1906. [1717]

CHEAP CASH SALE.

AT COST PRICE.

CLARETS, BRANDIES, BURGUNDIES, WHISKIES, HOCKS, LIQUEURS, &c., &c.

FOR THIS WEEK ONLY.

GREGOR & CO., Hongkong, 11th September, 1906. [1709]

HONGKONG VOLUNTEER CORPS.

A GRAND PROMENADE CONCERT

WILL BE HELD ON THE VOLUNTEER PARADE GROUND, THIS EVENING (SATURDAY), 15th SEPTEMBER, AT 8.15 P.M.

TICKETS (2s. and 1s.) may be obtained from VOLUNTEER HEADQUARTERS and from Messrs KELLY & WALSH, LTD., Hongkong, 10th September, 1906. [1704]

HARBOUR MASTERS DEPARTMENT.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:

On SATURDAY and MONDAY, 22nd and 23rd September—

From West of Stonecutters Island, in a South-Westerly direction, at ranges up to 6,000 yards, commencing at 9.30 A.M., and finishing at 12 Noon.

If the weather is unfavourable on any of the above dates, Practice will take place on the following day.

All Ships, Junks and other vessels are to keep clear of the ranges.

L. BARNES-LAWRENCE, Captain, R.N., Harbour Master, &c. Hongkong, 11th September, 1906. [1718]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and report on the following matters, viz.:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order, W. BOWEN-ROWLANDS, Secretary.

Hongkong, 7th July, 1906. [1381]

RAILROAD HELP WANTED.

BY THE KWANG TUNG MERCANTILE ADMINISTRATION OF THE YUET HAN RAILWAY CO. LTD., in the Kwang Tung Section, CHINESE CIVIL ENGINEERS or ENGINEERING STUDENTS, having Experience in Railroad Preliminary Location and Construction. Must be capable of handling any kind of railroad instruments on field work.

Address applications, giving training, references, experience and samples of work, to H. E. CHANG, President of the Kwang Tung Mercantile Administration of the Yuet Han Railway Co., Ltd., Canton.

Canton, 15th August, 1906. [1592]

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NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS,

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ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1906. With Index. Price \$7.50.

On sale at the Hongkong Daily Press Office Hongkong 27th July, 1905

AUCTION.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (SATURDAY), the 15th September, 1906, at 2.30 P.M., at his Sales Room, No. 8, Queen's Road Central (formerly Sales Room of Mr. V. I. REMEDIOS, Auctioneer), the following:

DRESS MATERIALS, LADIES' and GENTS' SUIT LENGTHS, RAINCOATS, EMBROIDERIES and SUNDRIES; BOOTS and SHOES for LADIES, GENTLEMEN, and CHILDREN;

Also A Lot of MISCELLANEOUS GOODS. Terms—As usual.

C. DE M. C. VIEIRA-REIREIRO, Auctioneer. Hongkong, 14th September, 1906. [1725]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, On TUESDAY, and WEDNESDAY, the 18th and 19th September, 1906, at 10 a.m. each day, at H.M. NAVAL YARD, SUNDRY NAVAL, VICTUALLING, OBSOLETE AND CONDEMNED STORES, comprising:

BOATS' ENGINES and BOILERS, LATHES, TURNABLE ANCHORS, MOORING SINKERS, RIGGING, TWO CRANES, BOATS, OLD CABLE CHAIN, ELECTRIC CABLE, STEEL WIRE, HAWERS, BRASS, COPPER, IRON, PAPER-STUFF, CANVAS, FURNITURE, MISCELLANEOUS TOOLS, BLANKETS, WINTER CLOTHING and MATERIALS, CASK STAVES, KNEE BOOTS, SUEPLUS PROVISIONS including MARMALADE and COFFEE, OFFICERS' MESS TRAYS, TOBACCO, &c., &c., &c.

TERMS OF SALE—As Customary. HUGHES & HUGHES, Government Auctioneers.

Hongkong, 3rd September, 1906. [1669]

TO LET.

NOS. 5 & 6, GRANVILLE AVENUE, Kowloon.

No. 8, CAMERON TERRACE, Kowloon. PLATS in ROBINSON ROAD, Kowloon, Possession from 1st November.

Apply to HUMPHREYS ESTATE & FINANCE CO., LD., Agents.

Hongkong, 31st August, 1906. [1390]

TO LET.

SUITE of Three Rooms on 3rd FLOOR, with Bath Room, Pantry and Private Entrance, suitable for Offices or Chambers.

Apply to HENRY HUMPHREYS, Alexandria Buildings.

Hongkong, 20th July, 1906. [1443]

TO LET.

AN EIGHT-ROOMED HOUSE, with Garden, situated at No. 31, Pokfulam Road.

Apply to WONG TAI FONG, 24 Bank Buildings, Queen's Road.

Hongkong, 25th August, 1906. [1633]

SHAMEEN—CANTON.

TO LET.

NO. 2, WEST END TERRACE.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 6th July, 1906. [1377]

TO LET.

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo.

Floor Area, 6,100 square feet each.

Apply to JARDINE, MATHESON & CO., Hongkong, 20th January, 1906. [256]

TO LET.

THREE LARGE GODOWNS, in the Praya East. Formerly in the occupation of the Mitsui Bussan Kaisha.

Apply to H. N. MODY, Victoria Buildings.

Hongkong, 10th May, 1906. [1051]

TO LET.

NO. 13, GAGE STREET, 8-Roomed House, with a Godown.

Apply to E. A. & C. F. DE CARVALHO, 14, Arbuthnot Road.

Hongkong, 18th June, 1906. [1270]

TO LET.

NO. 3, CONDUIT ROAD. Electric Light fitting, installed. Possession from 1st September, 1906.

Apply to H. M. H. NEMAZER, Hongkong, 9th June, 1906. [1232]

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1906. [79]

TO LET.

NEW EUROPEAN HOUSES in Humphreys Avenue and Carnarvon Villas, Kowloon.

Apply to HEWAN & CO., 15 & 16 Connaught Road, West.

Hongkong, 1st August, 1906. [1506]

TO LET.

TO LET.

NO. 2, MACDONNELL ROAD. Apply to COMPTON'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 3rd June, 1905. [180]

TO LET.

"BROCKHURST," PEAK, Newly Painted and Colour-washed, with use of Tennis Court, contains 6 Rooms. Splendid site and well suited for a Bachelor's Mess.

No. 3, ARBUTHNOT ROAD. Central Locality.

No. 2, DES VEAUX VILLAS, PEAK. Newly repaired, Painted and Colour-washed.

"BICTON," on PLANTATION ROAD, PEAK. BISHOP'S LODGE, NORTH PEAK (furnished) from 1st November, 1906 to 31st March, 1907.

No. 1 & 2, BEACONSFIELD ARCADE, facing the Parade Ground.

ROOMS, on 1st and Top Floors, BEACONSFIELD ARCADE, (Cheap Rentals).

No. 57, PRAYA GRANDE, Macao. FIVE ROOMS on Top Floor of 15, Queen's Road Central (over Caldwell, MacGregor's).

2ND FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, with use of Electric Lift.

HOUSES on the ROBINSON ROAD Level, Cheap Rentals.

73, WYNDHAM STREET. Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 24th July, 1906. [1193]

TO LET.

NO. 7, MUSQUE TERRACE, Newly Painted and Colour Washed.

Apply to M. L. CHAN, No. 1, Mosque Terrace.

Hongkong, 11th September, 1906. [1708]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.

A HOUSE in WONG NEI CHONG ROAD. GODOWNS in PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE. PLATS in MORRISON TERRACE.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st March, 1906. [1524]

TO LET.

4, FAIRVIEW, ROBINSON ROAD, Kowloon.

2ND FLOOR No. 12, Queen's Road Central.

Apply to LEIGH & ORANGE, 1, Des Vaux Road.

Hongkong, 1st June, 1906. [501]

TO LET.

"IRANEE BUNGALOW," Kimberley Road, Kowloon. Tennis Court attached.

Apply to ARRATON V. APCAR & CO., 45, Wyndham Street.

Hongkong, 14th July, 1906. [1414]

TO BE LET OR SOLD.

GODOWN, Built of Brick with Tiled Roof, just thoroughly repaired, about 4,000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to "K," Care of "Daily Press" Office.

Hongkong, 30th May, 1906. [1177]

TO LET.

A LARGE and SPACIOUS ROOM or OFFICE on the First Floor of No. 34, Queen's Road Central opposite the Post Office.

Apply to WONG CHU SANG, At Yee Sang Fat & Co.

Hongkong, 25th August, 1906. [1632]

TO LET.

IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Vaux Road; coolie quarters and all modern conveniences. Telephone and Electric Light fittings installed.

Apply to REUTER, BROCKELMANN & CO., Prince's Buildings.

Hongkong, 20th March, 1906. [673]

TO LET.

ONE SIDE of the DOUGLAS WHARF. For Particulars, apply to DOUGLAS, LAPEL & CO., General Managers.

Douglas S.S. Co., Ltd. Hongkong, 7th September, 1906. [1685]

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the Annex, from date; suitable for Offices. Anyone disposed to offer for the same please apply to

C. H. GRACE, Secretary.

Hongkong, 28th May, 1906. [1156]

TO BE LET.

A LARGE FURNISHED BEDROOM in a Cool and Airy Detached House, with Board in English Family; suitable for Married Couple or Gentleman. Spacious Verandah. Good View of Harbour.

Apply by letter to "H. H. H.," Care of "Daily Press" Office.

Hongkong, 17th July, 1906. [1398]

TO LET.

"THE ACACIAS," and "THE GROVE," having 26 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon.

Well ventilated, with Electric Lights and Bells completely installed.

Apply to E. M. HAZELAND, No. 35, Queen's Road Central, or to WING-ON, Contractor, No. 34, D'Aguiar Street.

Hongkong, 19th July, 1906. [1435]

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents. Hongkong, 21st April, 1897. [111]

THE GLOBUS INSURANCE COMPANY, OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

A SAFE REMEDY FOR ALL SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure blood, the BLOOD MIXTURE will cure you. It is the only medicine that will cure the blood and the skin. It is the only medicine that will cure the blood and the skin. It is the only medicine that will cure the blood and the skin.

Clarke's Blood Mixture

THE FINEST BLOOD PURIFIER
EVER DISCOVERED.

It is recommended to cleanse the blood from all impurities, from whatever cause arising. For SCROFULA, BAD LEGS, SLENNY, BLINDNESS, SPOTS, ECZEMA, BLACKHEADS, RINGWORM, PIMPLES, CLAP, and all other diseases of the SKIN AND BLOOD.

It is a safe, permanent remedy. It is the only medicine that will cure the blood and the skin. It is the only medicine that will cure the blood and the skin. It is the only medicine that will cure the blood and the skin.

NOTE. This mixture is pleasant to the taste and does not cause any of the usual effects of other medicines. It is the only medicine that will cure the blood and the skin. It is the only medicine that will cure the blood and the skin. It is the only medicine that will cure the blood and the skin.

TRY MANY THINGS WITHOUT BENEFIT. I have tried many things without benefit. I have tried many things without benefit. I have tried many things without benefit. I have tried many things without benefit. I have tried many things without benefit.

Clarke's Blood Mixture. It is the only medicine that will cure the blood and the skin. It is the only medicine that will cure the blood and the skin. It is the only medicine that will cure the blood and the skin.

CLARKE'S BLOOD MIXTURE is the only medicine that will cure the blood and the skin. It is the only medicine that will cure the blood and the skin. It is the only medicine that will cure the blood and the skin.

Cunliffe, Russell & Co.

10 & 12, Place de la Bourse, PARIS.

SECURITIES issued by European Govts. and Municipalities offering attractive returns.

To be purchased for cash or on the "Times" system of monthly payments.

On the 15th, Russell & Co. have the pleasure of announcing that they have received a consignment of the latest and most desirable securities.

These securities are of the highest quality and are offered at very low prices. They are the only securities that will give you a safe and profitable investment.

For further particulars, apply to Cunliffe, Russell & Co., 10 & 12, Place de la Bourse, Paris.

CHARLES DAY & CO., LONDON.

ARE THE SOLE EXPORT BOTTLING AGENTS FOR

JOHN JAMESON & SON'S WHISKY.

And on each label must be found the following Notice and Signature:

"In order that Consumers may feel assured of genuineness, we would request attention to this our Special Export Label, and to our Trade Mark and Name on Corks, Capsules and Cases, also to age mark."

John Jameson & Son

報新外中港香

CHUNG NGOI SAN PO

PUBLISHED DAILY.

It is the oldest and still immeasurably the best medium for Advertising among the Native Community.

Established for nearly FIFTY YEARS.

Circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translations free) can be obtained at the Office, 10A, Des Vaux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.

Documents translated from or into Chinese or colloquial Chinese.

AN APPEAL.

THE SISTERS who direct St. Antonio's Convent at Macao will be very thankful to Shopkeepers, Linen-drillers, Clothiers and Tailors in Hongkong, Macao, and elsewhere who will send them remnants of material, books of patterns no longer used, and any pieces of cloth, no matter how small, of which they cannot make use.

Those who send will thus, at no cost to themselves, afford the numerous hands in the convent, especially the little ones, opportunity for useful occupation; for pieces of cloth, even of a square inch, can be stitched together and very pretty pieces of work made out of cloth, that would otherwise be thrown away. These articles are bought by charitable persons and the Sisters are thus helped to keep up their very large establishment, which is maintained by the earnings of the girls themselves, who lead by no means an idle life within the convent walls.

Hongkong, 18th May, 1904.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS NOR THE OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong Harbour:

S. P. Hymecock, American Ship, E. L. Zerk—Arnold, Karberg & Co.
I. F. Chapman, American Ship, R. Banfield—Arnold, Karberg & Co.

POLICE COURT.

Friday, September 14th.

REPORT BY MR. H. J. GOMPERTZ
(FIRST POLICE MAGISTRATE).

JEALOUSY.

Two natives were charged with assaulting a compatriot at Shokotsu on Thursday night.

It appears that defendant sought the companionship of a girl who would have news of them, she preferring to bestow her affections on a compatriot. Jealousy drove them to seek revenge, and waylaying the other man in a side-street they assailed him, with fighting knives, inflicting two gashes on his head and other wounds on his body.

His Worship fined each of the defendants \$25, the alternative being six months' imprisonment.

EMBEZZLEMENT.

A clerk in the employment of the Steam Laundry Co. was charged with the embezzlement of two sums amounting to \$10.

He was committed to jail for three months with hard labour.

HOW TO DEAL WITH TRIADS.

A POLICE RECOMMENDATION.

That the membership of the society of Chinese political defectors is increasing in Hongkong, police records seem to show. A record was submitted at the Police Court yesterday when Mr. F. A. Hazell tried three men who were charged with being members of the Triad and found to be active members of the Triad and found to be active members of the Triad.

The first man arraigned was arrested by Inspector Dymond at Aberdeen while collecting subscriptions for the society. His Worship after hearing the evidence sentenced him to four months' imprisonment and six hours' stocks. A similar sentence was passed on a second man, arrested at Yau Ma Tei. Inspector Macdonald told his Worship that this defendant had in his possession the insignia for initiating members. The third man was arrested during a disturbance at West Point. As he was suspected of being a Triad member, his residence was searched, and there was found a box of documents which left no doubt that he was an active member. He was sentenced to four months' imprisonment and six hours' stocks.

Inspector Dymond pointed out that what was necessary was an amendment of the Ordinance so that if the Police had cause to believe a meeting was to be held they could apply to a magistrate for a warrant. The necessary power to issue a warrant.

EXTRAORDINARY MURDER.

The *Kowloon Gazette* says:

A case of murder in most remarkable circumstances was heard by the Arakan Sessions Judge and is reported by the *Akyab* newspaper. Lu Bwa, jealous of his wife, approached the man on whom his suspicions fastened and induced him and three of his relatives to accompany him to a creek, where he said they might together gather shellfish. In this plot Lu Bwa, in friendly conversation with him, represented that he had particular skill in releasing a man who was tightly bound with rope. He declared his wish to show his skill then and there, and the man, according to the evidence, seem to have permitted him to bind them all at the same time, disposed in two groups separated by about a hundred feet. When the last one was bound and they were in his power, he attacked first his original intended victim, decapitating him with his knife. He then decapitated the second man, bound beside the first, and proceeded to the second of the two groups. Here one of the men by his struggles broke loose before Lu Bwa reached him, and escaped to the village. The fourth was cut down as the first two. When the villagers arrived they found the headless bodies, and secured and confessed his action. At the Sessions he was condemned to death. Accused as we are in Burma to stories of the dab, this surpasses most of them. It is such an incident as only R. L. S. among English writers could have reproduced in fiction with its proper effect and any semblance of truth.

THE OLD ORDER CHANGING.

It must be without parallel in history that four countries, without dynastic, political, or territorial connection, should be seeking constitutions all at the same time. The case of the Transvaal perhaps is different from the others, not a sovereign state, but a new British colony which would in the natural order of things receive its constitution sooner or later. But that Russia, Persia and China, the latter two of the ancient kingdoms of the earth, should simultaneously awake to the need of political advancement is very striking. In the case of each of these latter two also the suggestion of a constitution seems to have come from the throne itself, which has not been the usual way with constitutional changes. Brilliant as the principles of self-government in any of the three countries are altogether out of place. The character of the people and the whole structure of their institutions forbid them. But the movement is none the less significant and important. It is a sign of growth as opposed to stagnation. Asia is not dead, but sleeping. China's awakening, however, can hardly come with the establishing of a parliament, but rather in the extension of personal liberties, of local self-government, in the recognition of other countries as of equal importance in the world with herself, and the more serious endeavour to attain her own high moral standards. *Nagasaki Gazette*.

How to be beautiful—Keep your complexion, Mrs. Eileen's Cream, Cream, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 14th September, 1906: The market has ruled very dull during the week, and rates generally have tended to weakness. The little business which has been transacted has been of a spasmodic and unimportant nature. The continued rise in sterling exchange is still the chief deterrent influence in the market. Exchange on London, T.F. 2s. 2-7-10, on Shanghai 75.

BANKS. Hongkong and Shanghai have been on offer during the week, and in the absence of buyers the market closed quiet at that rate. Chinese banks have been unchanged. **NATIONAL INSURANCES.** The market under this heading has been an exceptionally dull one, and with the exception of small sales of Canton, Union, China Traders, and Yangtze, are all untraded.

FIRE INSURANCES. Hongkong have been placed at \$275, and the market closed quiet at that rate. Chinese have been placed at \$280, but have heard of no sales.

SUPPLIES. Hongkong, Canton and Manchu have changed hands at \$28, and close steady at that rate. Indos have found buyers, both locally and in Shanghai, at \$24, and close in a small demand at that. China and Manchu, after small sales in the early part of the week at \$24, were done in by the end of the week at \$24, and close steady at that rate. Shanghai, after small sales in the early part of the week at \$24, were done in by the end of the week at \$24, and close steady at that rate.

CHINA SUGARS. China Sugars have ruled erratic and sales are reported at \$10, \$12, \$14, and \$15 for cash, the market closing with buyers at \$15. On time shares have been placed at \$16 for November, \$16 for December, and \$16 for January. Loans remain without buyers.

RAILS. Rails have changed hands at \$8, and close steady at \$8. We have nothing else to report under this heading.

DOCKS, WHARVES AND GODOWNS. Hongkong and Whampoa Docks have been a further weakness, and the market has fallen without sales at \$125. Godowns have been placed at \$100, and close with buyers at \$102. Shanghai Docks remain steady at \$10, closing with buyers at that. Hongkong Wharves have been placed in Shanghai at \$12.

LANDS, HOTELS, AND BUILDINGS. With the exception of small sales of Hotels at \$11, and Humphreys estates at \$11, we have nothing to report under this heading.

COTTON. All Shanghai mills remain unchanged. Hongkong have declined to \$12, and close at \$11.

MISCELLANEOUS. China Borneo have declined to \$10, without sales. China Providents have been placed at \$90. Green Islands at \$22, Dairies at \$17, and Watsons at \$17. We have nothing else to report under this heading.

PASSIVE RESISTERS' HOPES.

IMPORTANT DECISION UNDER NEW JUDGMENT.

The sensational judgment of the Court of Appeal which stated that local education bodies had no right to pay teachers out of the rates for the time spent in giving denominational religious instruction has already been taken advantage of by the passive resistors.

Ten were summoned before the magistrates at Hatterly, but only three, the Rev. E. B. Moffatt, the Rev. A. Pope, and Mr. W. Neighbour, appeared.

Mr. Neighbour, the spokesman, called the magistrates' attention to the recent decision of the Master of the Rolls, and asked the magistrates to adjourn the case for six months, in which time he said, the position of the passive resistors would probably be cleared up.

Dr. Sheldon, the presiding magistrate, said he would adjourn the case for six months, in which time he said, the position of the passive resistors would probably be cleared up.

The Montgomery District Education Committee have also taken an important step under the judgment. They decided to recommend the County Council to pay the salaries of the teachers in the voluntary schools of the district subject to a deduction for the time devoted to other than secular instruction.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—Daily Services (7.30 a.m.) Morning Prayer (11 a.m.) Holy Communion (7.30 a.m.) Matins (11 a.m.) Evensong (7.30 p.m.) Vespers (7.30 p.m.) Sunday School (10.15 a.m.)

St. Peter's Cathedral, Hongkong.—Daily Services (7.30 a.m.) Morning Prayer (11 a.m.) Holy Communion (7.30 a.m.) Matins (11 a.m.) Evensong (7.30 p.m.) Vespers (7.30 p.m.) Sunday School (10.15 a.m.)

St. Joseph's Church, Garden Road (Roman Catholic). Mass, Benediction and Sermon (in English) at 10 a.m.

St. James' Church, Kennedy Road, Minister—Rev. C. H. Hickling. 11 a.m. Worship, Hymns 19, Psalm 91, Hymns 17 and 23, Anthem 225 (Magnificat), Hymns 246 and 352. Friday 8 p.m. Christian Endeavour Society, in School Hall.

LATEST STEAMER MOVEMENTS.

The P. & O. str. *Delhi* left Singapore for this port on the 14th inst., at 6 a.m., with the outward English mails, and is due here on the 18th inst., at noon.

The str. *Lightning*, from Calcutta, left Singapore on the 14th inst., a.m., and may be expected here on or about the 18th inst.

The str. *Prinz Waldemar* left Nagasaki on the 14th inst., at 2 a.m., and may be expected here on or about Monday, the 17th inst., at 8 p.m.

The I.G.M. str. *Prinz Regent* left Liverpool, which left here on the 16th August, arrived at Genoa on Thursday, the 13th Sept., at 10 a.m.

The J.-C. str. *Lissa* left Kobe for this port on the 12th inst., and may be expected here on or about the 21st inst.

The str. *Charles Rouns* Co's str. *Amiral Hamelin*, from Antwerp and ports, left Singapore on Thursday, the 13th inst., and is due here on Tuesday, the 18th inst.

SAILORS AND SOLDIERS' HOME.

The Sailors' and Soldiers' Home in Arsenal Street was erected some five years ago. Since then considerable improvement has been made in the interior of the building, but nothing has been done to conserve or improve the exterior. These internal improvements, however, were made when the debt was large, and without any appeal to the public, though in one case a concert was given. Indeed, at that time no appeal was necessary for the debt being large, men flocked to the Home, moreover there was no other institution of the kind in Hongkong.

At present these conditions are changed. The men of the fleet have been diminished by perhaps one half, and the income has been proportionately lessened. Up to the present the Committee has been able to pay its way, but there is a debt on the building of \$573. This sum was lent free of interest by the Army and Navy Committee of the Wesleyan Methodist Church in England. A substantial donation was made from the same source, without which it would have been impossible that the building could have been erected. Now the building, both within and without, greatly needs to be overhauled. Its outside appearance is very grimy, the building is deteriorating. It suffers by comparison with the Royal Naval Cantonment next door. The interior also needs to be painted from floor to ceiling, and there are other structural improvements necessary. The outlay will not be less than \$100,000. Although the committee have a small sum in hand on the working account, there is not sufficient to meet this large additional outlay.

At a Committee meeting this week it was decided to place these facts before the public in the hope of evincing sympathy and support for a very useful institution, which is a general rallying ground for a large number of men of the Army, the Navy, and at times also some of the Mercantile Marine, without distinction of denomination. Although no intoxicating drinks are sold in the Home, no infrequently men seek its shelter at night who are unhappily under the influence of drink, and these are always taken in. The Committee ventures to hope that, seeing no appeal has been made to the public since the Home was built, and also in view of the nature of the work done, that there will be some sympathizers who will be willing to assist in the good work. Crossed cheques may be made payable to the Rev. C. Bone, 2 Morrison Hill. This contribution was signed on behalf of the Committee, by Messrs. C. Bone (Treasurer), J. W. White (Hon. Secretary) and Capt. F. A. Brown.

FIRE INSURANCE.

A decision in a recent fire insurance suit ought to prove instructive in two ways. First, persons who insure may invalidate their policies altogether by putting in an excessive claim when a fire occurs, and secondly, insuring companies should be careful, in the interests of their company as well as of the public, not to assure for amounts beyond the replacement value of the property. Such reflections are worth passing by the judges on the methods of insurance companies. It is a well known fact that active owners of mills, in a very large number of cases, insure in excess of their value, because they cannot otherwise obtain loans from Chetties for something like the full cost. If a mill is insured at double its value, the Chetty, under the impression that the insuring company had satisfied itself as to the exact value of the property before covering it, will advance 50 per cent of the policy amount. The mortgagee having in this way secured a loan for the full value, naturally believes he has removed all cause for anxiety for the future. With money borrowed at 2 per cent, a month, followed by a bad season, the inevitable is not a matter for surprise. Another notorious fact is that few holders of policies, even among those who read English, seem to think it worth their while to study the conditions carefully and are greatly surprised when the latter are enforced in any way.

To soothe the Skin smarting under the effects of a tropical sun

**Calvert's
Prickly Heat
Soap.**

is specially adapted. Though indispensable in cases of Prickly Heat (hence its name) and other irritation of the skin, it is also popular for bath and general toilet use all the year round, being antiseptic (10% Carbolic), perfumed and refreshing.

Sold by local Chemists and Storekeepers.
Made by F. C. Calvert & Co., Manchester, Eng.

MAKES THE SKIN AS SOFT AS VELVET

Sarola. REMOVES ROUGHNESS, REDNESS, HEAT, IRRITATION, TAN, and KEEPS THE SKIN SOFT, SMOOTH, and WHITE ALL THE YEAR ROUND. Delightfully COOLING and REFRESHING during the summer. Bottles 1/1, 1/2, and 2/6 each.

M. BEETHAM & SON, Cheltenham.

TEN DAYS' FREE TRIAL

200 **Season's Hand Cycles** at 2/10 each. EARN A CYCLE. Large profits made by selling these cycles. Free catalogue and list of agents. Write for free catalogue and list of agents. Write for free catalogue and list of agents. Write for free catalogue and list of agents.

LIVERPOOL, LONDON AND CHICAGO.

A seductive smoke.

The name *The Young American* on your box of cigars is a guarantee of exceptional quality. Every cigar perfection! Every cigar means an hour of enjoyment! On sale all over the world. Sole importers. The Holland-China Trading Co. Shanghai-Hong-Kong-Tientsin.

MONTSERRAT
For your health
make a regular drink of Lime Juice. The purest and best is
"Montserrat" Lime Juice
which excels as a refreshing, thirst-quenching, and healthful drink. The purest and best is "Montserrat" Lime Juice. The purest and best is "Montserrat" Lime Juice.

Special Low Freight Rates to the Orient
And our system of selling General Merchandise of every kind Direct to the Consumer enable you to obtain latest
American Goods at Chicago Prices
You can buy of us everything to eat, wear and use at the same prices paid by our three million customers in America. We ship by Fast Freight and the Pacific Steamers, and have a fixed low freight rate, not enjoyed by any other firm. On all classes of goods, irrespective of measurement, our special freight rate, covering both the rail and ocean haul, is only \$1.75 per 100 lbs. from Chicago to Yokohama, Kobe, Nagasaki, Shanghai, Hongkong and Manila, and through Bills of Lading prepaid on this basis can be secured in Chicago to any open port.

You run no risk. Our Export Division understands all requirements and we guarantee safe delivery. We pack goods properly and are prepared to take care of all details. We have had over 10 years experience in export shipping. We have thousands of customers in the East; are well known to the banks and refer by permission to the Hongkong & Shanghai Banking Corporation and The Chartered Bank of India, Australia & China. Our new 1200 page Catalogue No. 74, Season 1905-6, just from the press contains clear illustrations, truthful descriptions and lowest prices of 126,000 articles in every day use. The book costs us almost \$1.00 gold to print and mail, but we will gladly send a copy to any householder or prospective buyer, if you will show your wish us to do so by just writing and asking for a copy.

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We have sent a limited supply of these large Catalogues to the office of this paper, where all who need it once can have one on payment of 50 cents to pay local postage and expenses. Secure your copy at once to prevent delay. Write a letter to our Export Manager, at Chicago, and ask him any questions you like. He will be glad to furnish any information. Do not miss this opportunity to Get Our New 1200 Page Catalogue No. 74, FREE.
MONTGOMERY WARD & CO.
CHICAGO, U. S. A.

SHIPPING.

ARRIVALS.

NICOMEDIA, German str., 1,371, P. Wagon, 12th Sept.—Meiji 9th September, General—P. & A. S. S. Co.
 BENLAWERS, British str., 2,521, McMillan, 14th September, London 3rd August, and Singapore 2nd Sept., General—Gibb, Livingston & Co.
 CHIPSINS, British str., 1,199, G. S. Weigall, 14th September, Chefoo 7th September, General—Jardine, Matheson & Co.
 CHUYSANG, British str., 1,424, A. E. Sand, 14th Sept.—Shanghai via Swatow 9th Sept., General—Jardine, Matheson & Co.
 DARMAR, German str., 921, M. Engelhart, 14th Sept.—Bangkok 7th Sept., Rice and General—Butterfield & Swire
 KANSA MARU, Japanese str., 1,911, K. Hashimoto, 14th Sept.—Swatow 13th Sept., General—Nippon Yusen Kaisha
 LIANGCHOW, British str., 1,214, H. Harber, 14th Sept.—Chefoo and Newchwang 9th Sept., General—Butterfield & Swire
 MANSU MARU, Japanese str., 922, S. Tagami, 14th Sept.—Tientsin 11th Sept., General—Osaka Shosen Kaisha
 MOSTAGRA, British str., 3,353, S. Robinson, 14th Sept.—Vancouver 10th Aug., Flour, Lead and General—C. P. R. Co.
 MORONG, British str., 3,010, Millhouse, 14th Sept.—Liverpool and Singapore 8th Sept., General—Butterfield & Swire
 TAMSUI, British str., 1,350, A. W. Outchberg, 14th Sept.—Manda 11th Sept., General—Butterfield & Swire

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
 Sept. 14th.
 Rescuers, British str., for Nagasaki
 Hatching, British str., for Coast Ports
 Nicomedia, German str., for Canton
 Road, British str., for Singapore
 Balfour, Norwegian str., for Moji
 Zafiro, British str., for Manila

DEPARTURES.

Sept. 14th.
 CHUYSANG, British str., for Canton
 CHUYSANG, Chinese str., for Shanghai
 Dony, British str., for Canton
 Foushien, British str., for Shanghai
 JATA, British str., for London
 NACHANG, British str., for Canton
 PRISIA, Austrian str., for Yokohama
 PROGRESS, German str., for Kwangchow
 SHUHSU MARU, Japanese str., for Shanghai
 YUENSANG, British str., for Manila

SHIPPING REPORTS.

The German str. *Nicomedia* reports light S.W. wind and heavy rain squalls.
 The British str. *Taming* reports: Experienced moderate to light S.W. winds, moderate sea and fine clear weather.
 The British str. *Lingchow* reports: Heavy rain from eastward in Yellow Sea and strong N.E. and E.N.E. from there to Ockson, and strong W.S.W. winds to port.
 The British str. *Chipsang* reports: From Shanghai to sea far south as Tung Yung Island experienced strong winds and rough sea, ship being on the eastern side of a typhoon in vicinity travelling N.W., from thence variable winds and fine clear weather. From Swatow S.W. wind and heavy rain squalls.
 The British str. *Chipsang* reports: Chefoo to lat. 22 N. fine weather and light variable winds. Lat. 22 N. experienced N.E. gale continuous to Saddle Islands, thence to Tung Yung fine weather and moderate N.E. wind. Tung Yung to Ockson strong N.E. wind and rough sea. Ockson to Hongkong fine weather with N.E. to S.W. wind. Passed two junks and one sampson bottom up, off Brothers Islands.

VESSELS IN DOCK.

Sept. 14th.
 BRECKEN Docks—*Tolmachia*, *Marcher*, *Kowloon* Docks—*Changsha*, *Empress of Japan*, *Hue*, *Serla*, *Sorsogon*, *Woolrich*, *Vigilant*, *Copier*, *Mansung*, *Kongsoo*, *COMBOPOLITAN Docks—Strathmore*.

INTIMATION

PERCY PIGOTT,
 SHIP AND FREIGHT BROKER,
 MELBOURNE, VICTORIA.

VESSELS CHARTERED AND FREIGHTS
 Arranged to any Port in the World.
 Sales of Steamers & Sailing Vessels effected.
 Telegraphic address: "PIGOTT," Melbourne.
 Wain's and A.B.C. Codes used.
 Postal address: Steamship Buildings, Collins Street, Melbourne. [1701]

VESSELS ON THE BERTH

NORDEUTSCHER LLOYD, BREMEN.
 NOTICE.

STEAM FOR
 KUDAT AND SANDAKAN
 Taking Cargo at Through Rates to
 TAWAU, LAHAD DATU, LABUAN,
 JOLO, ZAMBOANGA AND MENADO.

THE Departure of the Steamship
 "FORNEO".

Captain F. Semblin, ready to load on MONDAY, the 17th instant, will leave on TUESDAY, the 18th instant, at Noon.

For Freight or Passage, apply to
 NORDEUTSCHER LLOYD,
 MELCHERS & CO.,
 Agents.
 Hongkong, 12th September, 1906. [15]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI KOBE AND YOKOHAMA.

THE Company's Steamship

"OCEANEN".

Captain Courlet, will be despatched for the above Ports on or about MONDAY, the 17th inst.

For Freight or Passage, apply to
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 11th September, 1906. [12]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"RADNORSHIRE".

will be despatched for the above Ports on TUESDAY, the 18th September.

For Freight and Passage, apply to
 SHEWAN, TOMES & Co.
 Agents.
 Hongkong, 18th August, 1906. [1599]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH
LONDON AND ANTWERP	RADNORSHIRE	Brit. str.	—
LONDON VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—
LONDON, AMSTERDAM & ANTWERP	CYCLOPS	Brit. str.	1 m.
MARSEILLES, &c. VIA PORTS OF CALL	POLYMERIN	French str.	—
MARSEILLES, LONDON & ANTWERP, &c.	SOCOTRA	Brit. str.	—
BREMEN VIA PORTS OF CALL	PRINZ HEINRICH	Ger. str.	k.w.
HAVRE & HAMBURG VIA STRAITS, &c.	HELVETIA	Ger. str.	k.w.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k.w.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	1 m.
HAVRE, ROTTERDAM & LIVERPOOL	SHIRAZ	Brit. str.	—
COPENHAGEN, SCANDINAVIAN, &c. BALTI PORTS	SCANDIA	Ger. str.	k.w.
NAPLES, HAVRE, ANTWERP & HAMBURG	HAMBURG	Ger. str.	k.w.
NAPLES, MARSEILLES & LIVERPOOL	PELUS	Brit. str.	1 m.
TRIESTE, &c. VIA SINGAPORE, &c.	SILESIA	Aust. str.	—
TRIESTE DIRECT	LIBERIA	Russ. str.	k.v.
ODESSA	KIRAI	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	MONTEAGUE	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	ERROLL	Brit. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	SOUTH AMERICA	Am. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF JAPAN	Brit. str.	2 m.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGUE	Brit. str.	1 m.
VANCOUVER VIA SHANGHAI JAPAN, &c.	NEICHOW	Brit. str.	1 m.
VICTORIA (B.C.) & TACOMA VIA JAPAN	PHILADELPHIA	Am. str.	—
SALINA CRUZ, CALLAO & IQUIQUE VIA JAPAN PORTS	KANSA MARU	Ger. str.	—
AUSTRALIAN PORTS VIA MANILA	AUSTRALIAN	Aust. str.	—
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.
NAGASAKI & VLADIVOSTOCK	DAPHNE	Ger. str.	—
YOKOHAMA & KORE	POONA	Brit. str.	—
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	CHINGTU	Brit. str.	1 m.
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	SIAM	Dan. str.	—
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	TUHLING	Dut. str.	—
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	CHITSING	Brit. str.	1 m.
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	LIANGCHOW	Dut. str.	—
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	KOWLOON	Ger. str.	—
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	OCEANEN	French str.	—
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	NANCHANG	Brit. str.	1 m.
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	CHUYSANG	Brit. str.	—
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	DELHI	Brit. str.	—
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	SHAOHING	Brit. str.	1 m.
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	PRINZ LUDWIG	Ger. str.	k.w.
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	BRISGAVIA	Ger. str.	k.w.
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	SIAM	Ger. str.	k.w.
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	FRITHOF	Ger. str.	k.w.
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	MANSU MARU	Jap. str.	2 h.
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	HAINAN	Brit. str.	—
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	ZAFIRO	Brit. str.	1 m.
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	TAMING	Brit. str.	—
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	LUONGSANG	Brit. str.	—
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	RUH	Brit. str.	—
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	MANSANG	Brit. str.	—
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	KUNSHANG	Brit. str.	—
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	POOKSANG	Brit. str.	—
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	KUTSANG	Brit. str.	—
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	TIAMHAI	Dut. str.	—

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfected Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
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ZAFIRO	2540	R. Rodger	Manila	On 15th Sept., Noon.
RUBI	2540	R. Almond	Manila	On 22nd Sept., Noon.

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 9th September, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "SOUTH AMERICA" ... About 10th October.

For freight and further information apply to
 SHEWAN TOMES & CO.,
 GENERAL AGENTS
 Hongkong, 9th August, 1906. [15]

HAMBURG-AMERIKA LINIE.

HOME LINE—OUTWARD.

DESTINATION	STEAMERS	TO SAIL.
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SHANGHAI, KOBE & YOKOHAMA	BRISGAVIA	28th Sept.
SHANGHAI, YOKOHAMA & KOBE	HABSBURG	29th Sept.
SHANGHAI, YOKOHAMA & KOBE	SEGOVIA	Beginning of Oct.
SHANGHAI, KOBE & YOKOHAMA	SITONIA	14th Oct.
SHANGHAI, YOKOHAMA & KOBE	C. FERD. LAEISZ	18th Oct.
SHANGHAI, KOBE & YOKOHAMA	ANDALUSIA	19th Nov.
SHANGHAI, YOKOHAMA & KOBE	AMBRALIA	27th Nov.

HOME LINE—HOMeward.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTI PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

DESTINATION	STEAMERS	TO SAIL.
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HAVRE & HAMBURG	HELVETIA	On 15th Sept.
NAPLES, HAVRE, ANTWERP & HAMBURG	SCANDIA	On 26th Sept.
HAVRE & HAMBURG	SENEGAMBIA	On 2nd Oct.
HAVRE, BREMEN & HAMBURG	SUEVIA	On 16th Oct.
NAPLES, HAVRE & HAMBURG	HABSBURG	On 30th Oct.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amidships. Lighted throughout by electricity. Daily qualified doctor and stewardess on board. Laundry on board.

TRIESTE (Direct) ... On 26th Sept.

Taking through cargo to Fiume, Venice, etc. The ship will have a quick despatch at Singapore and Colombo.

COAST SERVICE.

STEAMERS ... NAGASAKI & VLADIVOSTOCK. Beginning of Oct. Freight & Passengers.
 DAPHNE ... SHANGHAI & CHINKIANG. To Follow. Freight & Passengers.
 LYDIA ... SHANGHAI & CHINKIANG. To Follow. Freight & Passengers.
 Taking Cargo at Through Rates to Tientsin and Chemulpo.
 For Freight and Passage, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE.
 SIEMSEN & CO. [12]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA, B.C. AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
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PLEIADES	3,753	F. G. Farrington	On 20th September.
LYRA	4,417	G. V. Williams	On 29th September.
SHAWMUT	8,606	E. V. Roberts	On 24th October.

For further information apply to
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 4th August, 1906. [17]

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 4th August, 1906. [17]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL.
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* SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 15th Sept., 3 p.m.
* SANDAKAN	"MAUSANG"	Tuesday, 18th Sept., daylight.
* SINGAPORE, PENANG & CALCUTTA	"POOKSANG"	Tuesday, 18th Sept., 3 p.m.
* "CHIPSANG"	"CHIPSANG"	Tuesday, 18th Sept., 4 p.m.
* TIENTSIN	"CHOVSANG"	Tuesday, 18th Sept., 4 p.m.
* SHANGHAI	"LOONGSANG"	Friday, 21st Sept., 4 p.m.
* MANILA	"KUTSANG"	Thursday, 27th Sept., 3 p.m.
* SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Thursday, 27th Sept., 3 p.m.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.

Taking Cargo on Through Bills of Lading to Kudat, Lahad Data, Simporas, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 GENERAL MANAGERS.
 Hongkong, 12th September, 1906. [18]

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
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YOKOHAMA, KOBE, MOJI and VLADIVOSTOCK	"SIAM"	On or about 10th Oct.
ODESSA	"KITAI"	15th Sept.
COPENHAGEN, SCANDINAVIAN, GERMAN, RUSSIAN & BALTI PORTS	"SIBIRIAN"	15th Sept.
Do.	"TRANQUEBAR"	18/20th Sept.
Do.	"NICOBAR"	Middle of Oct.

For Further Particulars, apply to
 MELCHERS & CO.,
 AGENTS.
 Hongkong, 13th September, 1906. [187]

VESSELS ON THE BERTH

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT THE MALABAR COAST.

THE Steamship

"MONTROSE".

Captain E. Glegg, will be despatched as above on or about the 17th September.

For Freight or other information, apply to
 STANDARD OIL COMPANY
 OF NEW YORK,
 Oriental Freight Department,
 Hotel Mansions.
 Hongkong, 14th August, 1906. [1598]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, CALCUTTA, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEE AND BLACK SEA PORTS.

THE Steamship

"POLYNESIEN".

Captain Broce, will be despatched for MARSEILLES on TUESDAY, the 18th September, at 1 p.m.

This Steamer connects at Colombo with the Australian line s.s. *Yarra*, bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "BALAZIE" ... 2nd Oct.
 S.S. "OCEANEN" ... 10th Oct.
 S.S. "TOURANE" ... 30th Oct.
 S.S. "TONKIN" ... 13th Nov.
 S.S. "ARMAND BEHIC" ... 27th Nov.

Agents: M. DE CHAMPEAUX, Areat.
 Hongkong, 5th September, 1906. [12]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PENINSULAR GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA".

Captain T. H. Hida, R.N.R., carrying His Majesty's Mails, will be despatched for this for Bombay on SATURDAY, the 22nd September, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. *China*, 7,912 tons, from Colombo.

Passengers' accommodation in which vessel is secured before departure from Hongkong.

Gilt and valuable all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arctica*, due in London on 3rd November.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 10th September, 1906. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIEDLAND (DIRECT), SINGAPORE, PHNANG, COLOMBO, BOMBAY, ADEN, SUEZ AND PORT SAID.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

PORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	"MOYUNE"	On 13th September.
GLASGOW AND LIVERPOOL	"CALOCHAS"	On 16th September.
GLASGOW AND LIVERPOOL	"MENELAUS"	On 27th September.
GLASGOW AND LIVERPOOL	"NINGCHOW"	On 27th September.

HOMEWARDS.

FROM	STEAMERS	DATE
GENOA, MARSEILLES and LONDON, AMSTERDAM and ANTWERP	"PELEUS"	On 18th September.
HAVER, ROTTERDAM and LIVERPOOL	"CYCLOPS"	On 25th September.
	"KINTUCK"	On 30th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKO-	"NINGCHOW"	On 20th September.
HAMA		

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA & and PACIFIC COAST		

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [910]

Hongkong, 4th August, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	DATE
SHANGHAI	"NANCHANG"	On 18th September.
MANILA	"TAIHO"	On 18th September.
SHANGHAI	"SHAOHANG"	On 20th September.
YOKOHAMA and KOBE	"LIANGCHOW"	On 21st September.
YOKOHAMA and KOBE	"CHINGTU"	On 22nd September.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued Table. A daily qualified
surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 15th September, 1906.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days Across the Pacific to the "EMPIRESS LINE" Saving 5 to 10 days Ocean Travel.
11 DAYS YOKOHAMA TO VANCOUVER.
18 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS	(Subject to Alteration)	ARRIVE VANCOUVER
"EMPIRESS OF JAPAN"	6,000	THURSDAY, 27th Sept.	15th Oct.
"EMPIRESS OF JAPAN"	6,163	WEDNESDAY, 3rd Oct.	22nd Oct.
"EMPIRESS OF JAPAN"	6,163	THURSDAY, 25th Oct.	12th Nov.
"EMPIRESS OF JAPAN"	6,163	WEDNESDAY, 31st Oct.	24th Nov.
"EMPIRESS OF JAPAN"	6,163	THURSDAY, 14th Nov.	8th Dec.
"EMPIRESS OF JAPAN"	6,163	WEDNESDAY, 28th Nov.	22nd Dec.

* "EMPIRESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA AND VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at Quebec with the Company's NEW PACIFIC "EMPIRESS" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 29 days from HONGKONG.

Hongkong, to London, 1st Class, via St. Lawrence £90; via New York £62.
Intermediate Steamers at 12 Noon. £40. £42.
R.M.S. "EMPIRESS", "EMPIRESS OF JAPAN" and "EMPIRESS OF CHINA" carry Intermediate
passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers booked through to all points and AROUND THE WORLD with a Special Mail
Express, and at Quebec with the Company's NEW PACIFIC "EMPIRESS" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 29 days from HONGKONG.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSAI VIA SWATOW AND AMOY	"MASAN MARU" S. TAGAMI	SUNDAY, 16th Sept., at 10 A.M.
TAMSAI VIA SWATOW, AMOY AND FOCHOW	"FRITHJOF" H. A. HAKALSEN	SUNDAY, 16th Sept., at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and
are fitted throughout with electric light. First-class Saloon Amidships. Unvalued Table.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office,
at Second Floor, No. 1, Queen's Buildings.
Hongkong, 14th September, 1906. T. ARIMA, Manager. [14]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ HEINRICH	WEDNESDAY 26th September
PRINZ LUDWIG	WEDNESDAY 10th October
PRINZESS ALICE	WEDNESDAY 24th October
BREITENBURG	WEDNESDAY 7th November
PRINZ REGENT LUTPOLD	WEDNESDAY 21st November
	WEDNESDAY 5th December
	WEDNESDAY 19th December
	WEDNESDAY 2nd January
	WEDNESDAY 16th January
	WEDNESDAY 30th January
	WEDNESDAY 13th February
	WEDNESDAY 27th February

ON WEDNESDAY, the 26th day of SEPTEMBER, 1906, at Noon the Steamship
PRINZ HEINRICH, Captain Groch, with MAELS, PASSENGERS, SPECIE
AND CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 24th Sept. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 25th Sept., and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 25th Sept.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	251 0 0	152 0 0	122 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

* TO NEW YORK VIA SUEZ
via NAPLES, GENOA OR GIBRALTAR return 115 0 0 79 0 0 47 0 0
via BREMEN OR SOUTHAMPTON return 123 0 0 83 0 0 49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar
and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERPRETATION OF THE VOYAGE IN EGYPT:
Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATES
PRINZ WALDEMAR	WEDNESDAY, 19th Sept.
PRINZ SIGISMUND	TUESDAY, 19th Oct.
WILHELM	TUESDAY, 13th Nov.

ON WEDNESDAY, the 19th SEPT., at 4 P.M., the Steamship "PRINZ WALDEMAR,"
Captain Woltemas, with Maels, Passengers and Cargo, will leave this Port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$50—	\$30—	\$20—
TO NEW GUINEA	\$18.10	\$14.00	\$12.15
TO BRISBANE	\$20—	\$14—	\$12—
TO SYDNEY	\$23—	\$15—	\$12—
TO MELBOURNE	\$24.10	\$16.10	\$12.10
TO YOKOHAMA	\$30.00	\$20.00	\$14.00
TO KOBE	\$35.00	\$24.00	\$17.00
TO YOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA 95. 0. 0.
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via Sea
France by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magal boat
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

SHANGHAI, TSINGTAU, PRINZ LUDWIG ... Tuesday, 25th Sept.
YOKOHAMA and KOBE, PRINZ SIGISMUND ... Wednesday, 26th Sept.
SHANGHAI, NAGASAKI, PRINZESS ALICE ... Wednesday, 19th Oct.
KOBE & YOKOHAMA ...

* Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
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To Naples, Genoa via Gibraltar	£65. 0. 0.

NORDDEUTSCHER LLOYD.

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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	Second half September	JAPAN via SHANGHAI	Second half September
TJIMAHU	JAPAN	Second half September	JAVA PORTS	Second half September
TJIBODAS	JAVA	Second half October	JAPAN via SHANGHAI	Second half October
TJIPANAS	JAPAN	Second half October	JAVA PORTS	Second half October

The Steamers are all fitted throughout with Electric Light and have accommodation for a
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For Particulars of Freight and Passage, apply to the
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York Buildings, 1st Floor.
Hongkong, 13th September, 1906. [16]

PURE FRESH WATER.

THE HONGKONG STEAM WATER
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Call Flag—W.
W. KEW,
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Hotel Mansions, 3rd Floor,
Hongkong, 8th August, 1905; 1712

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YOKOHAMA VIA SHANGHAI, CHINGWANTAO, MOJI and KOBE	POONA Capt. C. R. Longden, R.N.R.	About 16th September	Freight.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.R.	About 18th September	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DETANIA Capt. T. H. Hild, R.N.R.	Noon, 22nd September	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SOCOTRA Capt. W. R. Hilly	About 27th September	Freight only.

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Superintendent.

Hongkong, 15th September, 1906.

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Hongkong, 22nd August, 1906. [1166]

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Hongkong, 16th April, 1906.

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AGENTS
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HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON.

Alcort, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Comdr. E. La T. Leatham,
Hongkong.

Astron, 2nd class cruiser, 4,370 tons, 10 guns,
7,000 h.p., Captain C. L. Vaughan-Lee,
Mitsui Bay.

Bramble, gunboat, 710 tons, 900 h.p., Lieut. E.
C. W. Davison, Yangtze.

Britannia, gunboat, 710 tons, 800 h.p., Lieut.
W. L. Bamber, Yangtze.

Cadmus, British ship, 1,070 tons, Comdr. H. D.
du Cane Luard, Hongkong.

Chio, British ship, 1,070 tons, Comdr. H. D.
Walton, D.S.O., Shanghai.

Diamant, 1st class cruiser, 11,000 tons, 16 guns,
15,500 h.p., Capt. H. W. Savory, Weihaiwei.

Fame, torpedo-boat destroyer, 350 tons, 6 guns,
5,700 h.p., Lieut.-Comdr. Hughes,
Hongkong.

Flores, 2nd class cruiser, 4,300 tons, 10 guns,
7,000 h.p., Capt. Grant Dutton, Hongkong.

Handy, torpedo-boat destroyer, 350 tons, 6 guns,
5,700 h.p., Lieut.-Comdr. Cox, Weihaiwei.

Hart, torpedo-boat destroyer, 350 tons, 6 guns,
4,900 h.p., Lieut.-Comdr. P. Henrich,
Heaton, Weihaiwei.

Janus, torpedo-boat destroyer, 350 tons, 6 guns,
3,300 h.p., Lt.-Comdr. Darwell, Weihaiwei.

Kent, cruiser, armoured, 9,800 tons, 14 guns,
22,000 h.p., Captain S. V. de Horsey,
Weihaiwei.

King Alfred, British cruiser, 14,000 tons,
Capt. Cecil P. Thorneycroft, Weihaiwei.

Kinsale, river gunboat, 331 tons, Lieut.-Comdr.
P. Crabtree, Shanghai.

Monmouth, cruiser, 9,800 tons, Capt. J. A.
Tuke, Weihaiwei.

Moorehead, river gunboat, 180 tons, 2 guns,
Lieut.-Comdr. Vaughan, West River.

Nightingale, river gunboat, 85 tons, 240 h.p.,
Lieut.-Comdr. E. S. Roy, R.N., Shanghai.

Otter, torpedo-boat destroyer, 350 tons, 6 guns,
5,700 h.p., Lt.-Comdr. Kitchin, Weihaiwei.

Prometheus, 3rd class cruiser, 2,600 tons, Capt.
Maurice Woolcombe, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut.-Comdr. Walcott, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut.-Comdr. H. T. Atlay, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut.-Comdr. T. J. S. Lyne, Yangtze.

Tamar, receiving ship, 4,600 tons, 6 guns,
Commodore H. P. Williams, at Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut.-
Comdr. Secretan, on Yangtze.

POST OFFICE NOTICES.

The *Chienan*, with the French mail of the 17th ult., left Saigon on Friday, the 14th inst., at 6 a.m., and may be expected here on or about Tuesday, the 18th inst.

The *Delhi*, with the English mail of the 24th ult., left Singapore on Friday, the 14th inst., at 6 a.m., and may be expected here on or about Tuesday, the 18th inst.

The *Delhi*, with the English mail of the 24th ult., left Singapore on Friday, the 14th inst., at 6 a.m., and may be expected here on or about Tuesday, the 18th inst.

MAIL WILL CLOSE

FOR	PER	DATE
Singapore	Rangoon	Saturday, 15th, 11.00 a.m.
Manila	Zebu	Saturday, 15th, 11.00 a.m.
Kobe, Nagasaki, Yokohama, Honolulu	Nippon	Saturday, 15th, 11.00 a.m.
Yokohama, Kobe, Nagasaki, Honolulu	Nippon	Saturday, 15th, 11.00 a.m.
Yokohama, Kobe, Nagasaki, Honolulu	Nippon	Saturday, 15th, 11.00 a.m.
Yokohama, Kobe, Nagasaki, Honolulu	Nippon	Saturday, 15th, 11.00 a.m.
Yokohama, Kobe, Nagasaki, Honolulu	Nippon	Saturday, 15th, 11.00 a.m.
Yokohama, Kobe, Nagasaki, Honolulu	Nippon	Saturday, 15th, 11.00 a.m.
Yokohama, Kobe, Nagasaki, Honolulu	Nippon	Saturday, 15th, 11.00 a.m.
Yokohama, Kobe, Nagasaki, Honolulu	Nippon	Saturday, 15th, 11.00 a.m.

EUROPE, INDIA VIA TATTOON

(Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

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COMMERCIAL.

CLOSING QUOTATIONS.

Sept. 14th.

Telegraphic Transfer

Bank Bills, on demand

Bank Bills, at 30 days' sight

Bank Bills, at 4 months' sight

Credit, at 4 months' sight

Documentary Bills, at 4 months' sight

ON PARIS—

Bank Bills, on demand

Bank Bills, at 4 months' sight

ON GENEVA—

Bank Bills, on demand

Bank Bills, at 30 days' sight

Bank Bills, at 4 months' sight

Credit, at 4 months' sight

ON LONDON—

Telegraphic Transfer

Bank Bills, on demand

Bank Bills, at 30 days' sight

Bank Bills, at 4 months' sight

Credit, at 4 months' sight

ON BOMBAY—

Telegraphic Transfer

Bank Bills, on demand

Bank Bills, at 30 days' sight

Bank Bills, at 4 months' sight

Credit, at 4 months' sight

ON CALCUTTA—

Telegraphic Transfer

Bank Bills, on demand

Bank Bills, at 30 days' sight

Bank Bills, at 4 months' sight

Credit, at 4 months' sight

ON SHANGHAI—

Bank Bills, on demand

Bank Bills, at 30 days' sight

Bank Bills, at 4 months' sight

Credit, at 4 months' sight

ON HONGKONG—

Bank Bills, on demand

Bank Bills, at 30 days' sight

Bank Bills, at 4 months' sight

Credit, at 4 months' sight

ON SINGAPORE—

Bank Bills, on demand

Bank Bills, at 30 days' sight

Bank Bills, at 4 months' sight

Credit, at 4 months' sight

ON BATAVIA—

Bank Bills, on demand

Bank Bills, at 30 days' sight

Bank Bills, at 4 months' sight

Credit, at 4 months' sight

ON SINGAPORE—

Bank Bills, on demand

Bank Bills, at 30 days' sight

SHIPPING IN PORT.

STEAMERS.

ANSON, German str., 1,622, Chr. Kampel, 7th Sept.—Bangkok 26th August, Rice—Butterfield & Swire.

APRIL, German str., 611, Gontard, 13th Sept.—Hollow 12th September, General—Jensen & Co.

BORIS, German str., 1,511, F. Sembill, 10th Sept.—Sandakan 5th Sept., Timber—Melchers & Co.

BRAND, Norwegian str., 1,561, M. Erensen, 2nd Sept.—Samarang 28th August, Sugar—Sander, Weller & Co.

CANTON MAIL, Japanese str., 2,746, Shirai, 7th Sept.—Kobe 28th August, General—Chinese.

CHANGSHA, British str., 1,163, T. Moore, 4th Sept.—Melbourne via ports 31st July, General—Butterfield & Swire.

CHINA MAIL, Japanese str., 1,561, Shirai, 11th Sept.—Kobe 28th August, General—Japanese.

CHITRE, Chinese str., 1,177, C. Stewart, 5th Sept.—Shanghai 31st September, General—Chinese.

CORPUS, British str., 2,741, W. Finch, 2nd Sept.—San Francisco 27th June, Mails and General—O. & S. N. Co.

DEVA, German str., 1,262, T. V. Buden, 4th Sept.—Bangkok 27th Aug. and Hollow 3rd Sept.—Rice and Mail—Norddeutscher Lloyd.

EMMA, German str., 1,154, G. Conrad, 16th July—Mauritius 22nd May, Sugar—Chinese.

EMPEROR OF JAPAN, British str., 3,019, H. Pybus, 4th Sept.—Vancouver 13th Aug., Mails and General—C. P. R. Co.

FOOKSANG, British str., 1,387, W. E. Sawyer, 10th Sept.—Calcutta 26th Aug., Coal—Jardine, Matheson & Co.

FRITHOF, New str., 891, H. A. Haralson, 12th Sept.—Tamsui 10th Sept., General—Osaka Shosen Kaisha.

HAINING, British str., 1,267, A. E. Hodgins, 13th Sept.—Foshan 4th, Amoy 11th and Swatow 12th September, General—Douglas, Laing & Co.

HALF, British str., 1,076, Carl Anderson, 10th Sept.—Samarang 1st September, Sugar—Angard, Thorsen & Co.

HILARY, German str., 2,256, H. Lecker, 5th Sept.—Sourabaya 22nd August, Sugar—Sander, Weller & Co.

HUE, French str., 705, Panier, 9th Sept.—Haiphong and Kwangchow 8th Sept., General—H. A. Haralson.

KALAN, British str., 1,154, Walker, 2nd Aug.—Norewich 12th July, Coal—Arnold, Karberg & Co.

KEENWILL, German str., 1,115, Kohler, 10th Sept.—Bangkok 3rd Sept., Rice—Butterfield & Swire.

KUMSANG, British str., 2,077, E. J. Butler, 5th Sept.—Calcutta 26th Aug., Coal—Jardine, Matheson & Co.

KUT, British str., 3,110, Bradley, 13th Sept.—Singapore 7th Sept., General—Jardine, Matheson & Co.

KWANGLEE, Chinese str., 1,668, R. L. Lincoln, 12th Sept.—Shanghai 8th Sept., General—Chinese.

MACHOW, German str., 1,609, R. Zollner, 11th Sept.—Bangkok 1st Sept. and Swatow 10th, Rice, Cotton and Wood—Butterfield & Swire.

MARIE, German str., 1,169, J. Petersen, 5th September—Mojji 2nd September, Coal—Jensen & Co.

MAUSANG, British str., 1,641, R. Houghton, 4th Sept.—Sandakan 26th Aug., Timber and General—Jardine, Matheson & Co.

MERCHES, British str., 3,000, J. S. McGregor, 24th August—Weihaiwei 23rd August, General—Admiralty.

NANCHANG, British str., 1,230, J. Warrack, 12th Sept.—Shanghai 7th Sept., General—Butterfield & Swire.

NEIL, American str., 992, E. Corral, 24th June—Manila 16th June—Barretto & Co.

N. S. DE ROSARIO, Amr. str., 715, M. Lopez, 12th June—Manila 9th June—Barretto & Co.

PELUS, British str., 1,899, W. Hannan, 8th Sept.—Shanghai 5th September, General—Butterfield & Swire.

QUINTA, German str., 967, F. Frahm, 9th Sept.—Sourabaya 1st September, Sugar—Siemssen & Co.

RAJAH, German steamer, 1,275, C. Wolf, 9th Sept.—Bangkok 31st Aug., Timber and Rice—Butterfield & Swire.

RAG, Norwegian str., 751, A. Dedeham, 3rd Sept.—Mojji 28th Aug., Coal—Angard, Thorsen & Co.

RESOLUT, Norwegian str., 865, M. Jorgensen, 2nd Aug.—Mojji 21st July, Coal—Jardine, Matheson & Co.

SEKTA, German str., 991, Kraft, 2nd Sept.—Wakamatsu 26th August, Coal—Siemssen & Co.

SHANTUNG, British str., 1,851, Pennafur, 11th Sept.—Frischholz 1st Sept., Sugar—Butterfield & Swire.

SHIMANO, Japanese str., 6,587, K. Kawan, 8th Sept.—Seattle 7th August, General—Nippon Yusen Kaisha.

SKUL, Norwegian str., 917, Alf Old, 6th Sept.—Sourabaya 25th August, Sugar—Angard, Thorsen & Co.

SOROSON, American str., 428, Viteria, 7th Sept.—Manila 4th Sept.—Ballast—Oriental Steam Navigation Co.

STRATHMORE, British str., 2,295, King, 27th August—Singapore 17th August, Coal—Dodwell & Co.

SULBERG, German str., 782, C. Luppi, 28th August—Amoy 26th August, General—Siemssen & Co.

TAISHAN, British str., 1,191, J. T. Laing, 24th June—Shanghai via ports 24th June, General—Bradley & Co.

TAIWAN, British str., 1,191, J. A. Martin, 7th Sept.—Saigon 1st September, Rice—Chinese.

TELEMACUS, British str., 1,341, Williamson, 8th Sept.—Saigon 4th September, General—Chinese.

THOMA, Norwegian str., 1,180, F. Jaeger, 9th Sept.—Sourabaya 30th August, Sugar—Sander, Weller & Co.

WODWICH, British str., 1,415, A. Stoker, 11th Sept.—Solina, Czech 23rd July—China Commercial Steamship Co.

YANGMOO, Korean str., 2,215, T. Mori, 13th Sept.—Kuchino 7th Sept., Coal—Mitsui Bussan Kaisha.

ZAPHO, British str., 1,129, R. Rodger, 11th June—Manila 8th September, General—Sheran, Tomes & Co.

Z. Y. DE ALBUQUERQUE, Amr. str., 1,260, Xandaro Echazur, 15th June—Manila 12th June—Barretto & Co.

SAILING VESSELS.

ECLIPSE, British barque, 2,908, J. McBryde, 1st Sept.—New York 6th May, Case Oil—Standard Oil Co.

I. F. CRANFORD, American ship, 2,913, R. Bafield, 26th August—Manila 15th Aug.—Ballast—Arnold, Karberg & Co.

S. P. HITCHCOCK, Amr. ship, 2,036, E. L. Zerk, 1st Sept.—Manila 20th August, Ballast—Arnold, Karberg & Co.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

FRENCH.

Alouette, river gunboat, Lieut. Millet, Cochinchina.

Argos, gunboat, 123 tons, 6 guns, 500 h.p., Lieut. Jeannel, Canton.

Caronde, gunboat, Lieut. Kerchall, Saigon.

D'Agues, cruiser, 400 tons, 31 guns, 3500 h.p., Com. —, Baie d'Along.

Decidee, gunboat, 645 tons, 10 guns, 1,000 h.p., Lieut. Comdr. L'Escaut, Haiphong.

Descartes, cruiser, 2885 tons, 14 guns, 5500 h.p., Commander A. met. Baie d'Along.

Dupleix, gunboat, 1,014 tons, 10 guns, 1,000 h.p., Capt. D'Asserac de St. Louis, Saigon.

Estimac, submarine, Saigon.

Francisque, destroyer, 303 tons, 7 guns, 6300 h.p., Lieut. Bibet, Haiphong.

Guaydon, cruiser, 976 tons, 36 guns, 20,200 h.p., Capt. Prat, Saigon.

Guichen, protected cruiser, flagship of Rear Admiral Boice, Captain Tracou, Saigon.

Henri Riviere, gunboat, Lieut. Portier, Haiphong.

Jacquin, river gunboat, Lieut. Le Coroller, Annam-Tonkin reserve.

Javeline, destroyer, 507 tons, 7 guns, 390 h.p., Lieut. Comdr. Saut, Haiphong.

Karsaint, gunboat, 1250 tons, 6 guns, 2200 h.p., Comdr. Simon, Saigon.

Lynx, submarine, Lieut. Armbruster, Saigon.

Montcalm, cruiser (flagship of Vice-Admiral Richard, Commander in Chief), 9700 tons, 12 guns, 19,000 h.p., Capt. Martel.

Monsieur, destroyer, Lieut. Duchemin, Baie d'Along.

Oly, gunboat, Lieut. Grollier, Yangtze.

Pelre, gunboat, Lieut. Marchand, Tongku.

Perle, submarine, Saigon.

Pistole, destroyer, Lieut. de Bouchard-Worth, Baie d'Along.

Proce, submarine, Lieut. Glorieux, Saigon.

Redoutable, battleship, (in reserve) 947 tons, 8 guns, 6071 h.p., Rear Admiral de Marolles, Saigon.

Sabre, destroyer, Lieut. Leblat, Haiphong.

Styx, armoured cruiser, 1730 tons, 10 guns, 1700 h.p., Lieut. Due, Saigon.

Surprise, gunboat, 629 tons, 2 guns, 900 h.p., Lieut. Roque, Haiphong.

Takou, destroyer, Com. Terquem, Saigon.

Vanban, torpedo-depot (reserve), 6150 tons, 23 guns, 4500 h.p., Lieut. —, Haiphong.

Vigilante, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Brugnon, Canton.

YANAM.

Farst (battleship), (flagship), 11,000 tons, 36 guns, 14,000 h.p., Konter-Admiral Breusing, Taingtau.

Geier, cruiser, 1776 tons, 15 guns, 2900 h.p., Comdr. von Studnitz.

Illia, gunboat, 1009 tons, 10 guns, 1300 h.p., Captain Kugel.

Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p., Commander Kloebe, Yangtze.

Lucha, gunboat, 850 tons, 10 guns, 1344 h.p., Commander Hartog.

Thetis, cruiser, 2660 tons, 24 guns, 8900 h.p., Captain Glatzel.

Tiger, gunboat, 900 tons, 10 guns, 1300 h.p., Commander V. Abeken.

Tsingtang, gunboat, 170 tons, 5 guns, 1300 h.p., Lieut. Erwin.

Vatard, gunboat, Lieut. Tonnaint.

Vorward, gunboat, — tons, 3 guns, 500 h.p., Lieut. de Spozetti.

ITALIAN.

Marco Polo, cruiser, 3690 tons, Capt. Constantino Verde.

Portuguese.

Rio Lima, cruiser, 635 tons, 7 guns, Macao.

Albany, cruiser, 3769 tons, 32 guns, 7500 h.p., Captain Dyer, Cavite.

Annopolis, gunboat, 1000 tons, 12 guns, 1227 h.p., Captain Bohrer, Shanghai.

Bainbridge, L.-d., 420 tons, 7 guns, 800 h.p., Lieut. G. Williams.

Baltimore, cruiser, 5,000 tons, Capt. Sargent, Manila.

Barry, L.-d., 420 tons, 7 guns, 800 h.p., Lieut. Erwin.

Callaghan, L.-d., 420 tons, 10 guns, 900 h.p., Lieut. Dismarck.

Chauncey, L.-d., 420 tons, 7 guns, 800 h.p., Lieut. E. P. Jessop.

Cincinnati, cruiser, 3213 tons, 19 guns, 7500 h.p., Captain Osterhaus, Manila.

Dale, L.-d., 420 tons, 7 guns, 800 h.p., Lieut. Garrell.

Decatur, L.-d., 420 tons, 7 guns, 800 h.p., Lieut. A. W. Knox.

Elcano, gunboat, 560 tons, 10 guns, 6000 h.p., Lieut. Comdr. J. Hood, Shanghai.

Holms, gunboat, 1,392 tons, 8 guns, 1888 h.p., Commander P. E. Sanver.

Some of these are China's own private affairs, but others are not. Her loan agreement for the Five per cent. Gold Loan of 1896 and the Four-and-a-Half per cent. of 1898 contained the special stipulation that no change should be made in the administration of the Chinese Customs during the currency of these loans. This is so explicit that the action of China in appointing Chinese Commissioners to oversee the Customs can only be regarded as a flagrant and wilful breach of faith. The obvious anxiety of China to place herself in a favourable light before the Western world was displayed in the

That Japan's enterprise and organisation will secure for her a predominant position in Manchuria is beyond question, and no unprejudiced person can grudge her the benefits won by her gallant efforts. But though Japan is natural, is guided by her interests in opening the country, the result of her policy is to place

reversing is necessary to clean up
such that his view rearwards is unhampered.
The upholstery is detachable, and may be
removed in a couple of minutes for cleaning.
Unlike most commercial vehicles, the engine
wastes little or no water by evaporation, gives
off no noxious fumes, and practically creates
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STRENGTH & ENERGY.
each, by all Chemists throughout the World.

DR. WATSON'S PHOSPHODYNE LABORATORY,
LONDON, ENGLAND.
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because so important to cure or even relieve.
THERAPIN is sold by principal Chemists
throughout the world. Price in England 2/9
and 4/6. In ordering, state which of the three
numbers required, and observe that the word
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